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		CLASSIFICATION SECRET/ CENTRAL INTELL	IGENCE AGENCY	TCIALS ONL	
		INFORMATIC)N REPORT	CD NO.	50X1-HUM
OUNTRY	Germany	y (Russian Zone)		DATE DISTR.	15 December 1950
UBJECT		RTO Orders to the Berlin al Railroad Headquarters		NO. OF PAGES	50X1-HUM
LACE CQUIRED		•		NO. OF ENCLS.	
ATE OF IFO.				SUPPLEMENT T REPORT NO.	
of the Guited 3. 6. C., 31 And of FT3 Content	STATES WITHIN T BB. AS AMENDED TO IN ANY MANNE	HEATOM AFFECTING THE NATIONAL DEFENDE THE MEANING OF THE ESPIGNOSE ACT SO D. ITS TEAMSTIBSION OF THE REVELATION RT TO AM UNAVIONIZED PERGOR IS PRO- NO THIS FORE IS PROBIBITED.		/ALUATED INFORMA	TION
			5	50X1-HUM	
		which wa is to be dispatched to be order of 29 Se Lichtenberg is to be on 29 September 1950. c. Order of 29 Se arrives in Kietz on 2 new loconotive and di via Frankfurt/Oder. (d. Order of 3 Oct converted boxcars, an cars are to be dispat to Dallrow-Doeboritz 1950. Shuttle-trains are to be dispatched in Justerbos by 6 a.m e. Order of 3 Oct at the Justerbog rail on 4 October; 24 conv and 23 converted boxc verted boxcars must be following are to be a 42 converted boxcars tobor 1950. The cars	eptember 1950; Shutt turned over to Pola (2) aptember 1950; Shutt 29 september 1950 in Espatched to the Cor (3) cober 1950; Shuttle and Shuttle-train tehed from the Neur and Standburg, re- from the Rathenow; a. on h October 1956 tober 1950; The foll lroad station—8 coverted boxcars and care equipped for day assembled at the Fu on 7 October and 2 must be winterized tober 1950; Ry 6 p. zation of 37 conver	on 26 September ely. (1) tle-train and in Euestrin tle-train s to be provided ttbus railroad d trains of 12 conveuppin railroad s espectively, on the of 10 convert railroad station (4) lowing are to be enverted boxcars (5) time operation. (6) converted boxcars (6) in on 4 October 19 in on 4 October ted boxcars is the service of the se	in by 8 p.m. 50X1-HUM 50X1-HUM which with a 50X1-HUM istrict 50X1-HUM of 20 50X1-HUM rted box- 50X1-HUM rted box- 50X1-HUM actober50X1-HUM actober50X1-HUM accombled 50X1-HUM and 4 boxcars October; 50. The con- (5) The road station— ars on 8 0c— 1950 equip— 50X1-HUM o be loaded
					50X1-HUM
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-2-		
h, order of 4 october 1950: Shuttle-train sustemark railroad station is to be provided with brighestes for the kitchen and the leaf of the land of the	at the	50X1-HUM
briquettes for the kitchen car, and 240 candles.	n 1,000 kg of	50X1-HUM
is vigor of a velober 1950. Shuttoness		
arrives at the Justerlog railroad station the even 1950, is to be furnished with a locomotive in second	meno al 1 Oct 1	oer 50X1-HUM
	are required o	
4 october, six on 5 october and four on 6 october which are being loaded at the railroad stations of the field restant data.	1950 to haul t	
Justerlog to the Halle railroad district. (11)	i Forst Zinna a	and 50X1-HUM
Recorder of / October 1950: Equipment for the	winterization	- 6
TEN COMMON DONCOURS MINST, NO LONGON and discountable	ed to Chernvakh	ovsk
(3aca 37 110% c to 10 002000L 1320° (A)		50X1-HUM
	or 1950, 49 con	verted
boxcars, 10 boxcars and 105 flatcars are to be ass railroad station to be used for daytime operations	sembled at the	Rathenow
m. Order of 7 October 1950: Supplementing Order	3.	50X1-HUM
additional Winterized Doverns are to be made const	1 - 1 7	. 30X 1-1101VI
TOTAL TOTAL SUBLION ON (JOTANON 1914) Francis	ace delan management	
TO THE POST OF STATE OF THE PARTY OF THE PAR	and the state of the second	
The state of the s	100 00 7 1.4.L	ar
three more on 11 October, and three more on 13 Vet n. Order of 7 October 1950: 11 heavy-duty fla	tober 1250.	50X1-HUM
capacity of 50 to 80 tons,	lucars with a L	
are to be inventoried in the Somin m	ailroad distric	7t- ×
and shadde-drains specified are to be brought up	to 23 heavy-du	_{โ∨} ๊ ฏาล:. 50X1-HUM
10 00000er 1750° (12)		
o.Order of 7 October 1950: Shuttle-train burg railroad station is to be washed and provided	at the Kur	mels- 50X1-HUM
original of the candidates by 12 n.m. on 7 octobou	1050 to is	
Maround of reciplosimating, where the train of it has	managered all and and the a	
and to be duried over to rotand in kietz by 6 0.m.	on 8 October 1	1950. 50X1-HUM
()		
boxcars, which is en route to the Mathenov railroa	of 20 conv	rerted 50X1-HUM
loaded there, is to be dispatched to Frankfurt/ode	u station to be	
	(7)	50X1-HUM
of 5 october 1950: To be washed, disi	nfected and med	hanically
is to go from Drew	itz to mistorma	rk and EOV1 HIM
shuttle-train from Jueterbog to Rummelsbur provided with 500 km of briquettes. (15)	rg. Jach train	is to be
Shuttle-train is to	be provided wi	50X1-HUM
type SSY flatcars of 50 to 80-ton load canacity one	to provided with the dispatched to	tn 24 50X1-HUM
reality registrate on it october 1940, (12)	- acsparomed oo	50X1-HUM
of Il October 1950: Shutile-brains		
arrive at the Jueterbog railroad station on 12 octobe dispatched to the station of Alter Lager. (16)	ober 1950 and a	ਾill re to 50X1-HUM
of 11 0 tober 1950: The 19 boxcars los	relacional and Alexans	$E \cap V \land I \sqcup I V \land$
reilroad station for shipment to Meustrelitz and the	nceu at the neur	ruppin mad
to ball on both critical are to be dispatched with the	frient armilable	onazgned a traico
and given priority on route to the receiving static	ons.	50X1-HUM
	shuttle-train	
which are consigned to Dallgow-Dochoritz, are to be ly dispatched to the Halle railroad district.	e unloaded and	immediate-
		50X1-HUM
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2.	8 October 1950 stated that a Frankfurt/Oder-bound train	50X1-HUM
	Fuerstravalde and Merkenbrueck. (17) For this reason. two civilian trains were stopped and shuttle-train en route from Guben to Tuerstenwalde, unloaded on the open line. (13)	50X1-HUM
3.	Magram of the Berlin Directorate-General to the regional railroad candidarters of Berlin, Hale, Magdeburg and Schwerin On 29 Septem 1950 stated that the demand for flateers suited for the transports of vehicles has further increased in behverin. In addition to the cars specified in an order of 26 September 1950, 120 flatears of t F, R, S and S from the Berlin railroad district, 60 from the Hall district and 60 from the magdeburg district are therefore to be dipatched to sittenberge with priority. (19)	nbor ation Tlate
		50X1-HUM
(1) (2)	Presumsely a fuel train going from the Velten fuel depot to Farchi Shuttle-train is believed to have gone to Gerdauen empty	to
	pick up recruits for the first time on 29 September 1950. The trainarying recruits, was observed in the Soviet cone of Termany for first time on 4 October 1950.	ກ 50X1-HUM
(3)	The train, consisting of 52 boxcars, passed through Frankfurt/Glor	on
(4)	29 September 1950 and proceeded toward sottbus. Compare Order of 27 September 1950 to the perlin regional record headquarter; concerning the operation of shuttle-trains	50X1-HUM ai 1- 50X1-HUM
	were first identified when leaving Justerlog for Reinsdorf Cottlus, respectively, on 18 October 1930.	and
	Cottlus, respectively, on 18 October 1930. The shuttle-trains were presumally used for hauling troops due for	
(5)	charge to professing centers in the Soviet Hone of Gormany	5∩X1_HHM
(5)	Since the bor are were to be equipped for daytime operations only. were presumedly used to make up shuttle-trains	thoy
(6)	private the contract of the Miller Land Buller Public the Stand of the Standard Stan	50X1-HUM
	empty 42-by Scar train going from Frankfurt/Oder to Fuerstenwalde of	
(7)	Compare a smiler report stating that the Berlin-Lightenberg railry	bac
	station was to dispatch to the east equipment for the winterization of 250 bexcars.	₁ 50X1-HUM
(8)		
(9)	Shuttle train consisting of 5; boxcars with recruits, was served in the perbig-Cottbus line for the first time on 4 October 1	lodo.
(10)	The train was unloaded at an undetermined static was subsequently to be re-equipped in Justernark.	50Y1_HHM
(10)	The shuttle-train was first identified when going from Justerlog to Ratheness on 15 October 1950, hauling troops in 30 boscars. The order listed in subject report indicates that the train s	limi wad
	in the Soviet "one of Germany with recruits as early as about 4 Oct 1950.	toliar 50X1-HUM
(11)	The trains presumably belonged to the series of trains which, hauli elements of the whird Gds Lecz Army, were dispatched from the Juste area to the Halle failroad district on and after 4 october 1950.	
(12)	200000 17,750	50X1-HUM
- •	tember 1950. Heavy-duty flatters are used for the transportation of tanks. Flatters of 50 to 80-ton load capacity are	မ်စော့ 50X1-HUM စီ 50X1-HUM
(12)	the LS type with four and more axles.	50X1-HUM
(13)	shuttle-train arrived in the Poviet Lone of German via Ku with a shipment of recruits on 6 Setoler 1950 and,	estrin
	returned enoty to the east on 8 October 1950. SECRET/CONTROL/US OF YOUR OWN.	50X1-HUM
		50X1-HUM

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	entra de la como		

	50X1-HUM
.)	
	20 hoxears
	with recruits arrived in Rathenow on 8 October 1950.
)	Disinfecting installations are located in Justermark and Runnels-
•	burg. (10).50X1-HUM
	Shuttle-train consisting of 52 boxcars, arrived in Kuestrin
	on 4 October 1050 on its first run with recruits to the Soviet
	Mone of Germany. 50X1-HUM
)	41- 4 62 1
	shuttle-trains ar ived in Justerbog with recruits on 12 October 50X1-HUM
	1250. SUXT-HUM
)	The train is believed to have carried
	a component of the 7th 3ds wecz Div, which was to return to its 50X1-HUM
	home station. 50X1-HUN
)	Compare Order of 8 October 1950. Shuttle-train is
	believed to have run via Guben when entering the Soviet one of 50X1-HUM
	Jermany, Since shuttle-trains traveled ex-
	clusively via Kuestrin prior to 20 October 1950. it can now be
	stated fairly definitely that shuttle-trains
o)	arrived in the Soviet Sone of Germany via Guben. 50X1-HUM
7}	issembly of rolling stock to haul elements of the Third Shock Army
	from Mecklenburg to the Rosslau area for the fall maneuvers.
	50X1-HUM

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